960 2063

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Bridge No. WI 3071 Survey Number: WI-341

Project: Replacement of Bridge No. WI 3071 Agency: FHWA/WI County

Site visit by MHT Staff: X no ___ yes Name _____ Date _____

Eligibility recommended X Eligibility **not** recommended _____

Criteria: X A ___B X C ___D Considerations: ___A ___B ___C ___D ___E ___F ___G ___None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on the available information, Bridge No. WI 3071, Riverside Drive over Tony Tank Creek, is eligible for the National Register of Historic Places under Criteria A and C for engineering. The bridge, also known as Tony Tank bridge, was constructed in 1947. Located southwest of Salisbury, Maryland, at the convergence of Tony Tank Creek and the Wicomico River, the current seven span timber bridge is the second bridge at the site. As part of an ongoing statewide survey of historic bridges, thirteen timber bridges were inventoried. All but three were located on the Eastern Shore and nearby Cecil County. Only three were located in Wicomico County and,of these, one was found to be so substantially altered that it no longer possessed sufficient integrity. Bridge No. WI 3071 was not included in the survey as it was constructed after the 1945 cut-off date established for the survey. However, as it is now nearly 50 years of age, it is being considered for eligibility.

Bridge No. WI 3071 is significant under Criterion C as a good example of a bridge type characteristic of the Eastern Shore. These bridges were constructed in this region in large numbers in the early and mid 20th century. Relatively inexpensive and easy to construct, these bridges also had a relatively short life span, particularly when located near or in water. Thus, timber bridges constructed in the first half of the 20th century are rare in comparison to other bridge types. This particular timber bridge is unique in that it incorporates a dam.

Bridge No. WI 3071 may also be significant under Criterion A for its association with the post war public works boom. Restrictions on materials and limited manpower caused many public improvements to be deferred throughout World War II. A Daily Times newspaper article on the bridge, written by Richard W. Cooper and dated July 2, 1996, suggests that the project had been long planned and was completed as soon as possible after the war's end, employing the State Roads Commission's bridge design division plans as the current county public works department had not yet been set up. In addition, the bridge appears to have played in important role in the development of the immediate area. According to the same article, the area, known as Hunting Park, began to develop in the 1930s, "with expensive houses overlooking the tidal creek." Local residents petitioned for a dam to be incorporated with the current bridge to create a lake, further enhancing the setting and encouraging development.

Documentation on the property/district is presented in: Project file

Prepared by:

Elizabeth Hannold — July 10, 1996
Reviewer, Office of Preservation Services — Date

NR program concurrence: ✓ yes ___ no ___ not applicable

Peter E. Kurtze — 7/10/96
Reviewer, NR program — Date

Cont'd

Survey No. WI-#341

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

X	Eastern Shore	(all Eastern Shore counties, and Cecil)
	Western Shore	(Anne Arundel, Calvert, Charles, Prince George's and St. Mary's)
	Piedmont	(Baltimore City, Baltimore, Carroll, Frederick, Harford, Howard, Montgomery)
	Western Maryland	(Allegany, Garrett and Washington)

II. Chronological/Developmental Periods:

	Paleo-Indian	10000-7500 B.C.
	Early Archaic	7500-6000 B.C.
	Middle Archaic	6000-4000 B.C.
	Late Archaic	4000-2000 B.C.
	Early Woodland	2000-500 B.C.
	Middle Woodland	500 B.C. - A.D. 900
	Late Woodland/Archaic	A.D. 900-1600
	Contact and Settlement	A.D. 1570-1750
	Rural Agrarian Intensification	A.D. 1680-1815
	Agricultural-Industrial Transition	A.D. 1815-1870
	Industrial/Urban Dominance	A.D. 1870-1930
X	Modern Period	A.D. 1930-Present
	Unknown Period (___ prehistoric	___ historic)

III. Prehistoric Period Themes:

	Subsistence
	Settlement
	Political
	Demographic
	Religion
	Technology
	Environmental Adaption

IV. Historic Period Themes:

	Agriculture
X	Architecture, Landscape Architecture, and Community Planning
	Economic (Commercial and Industrial)
	Government/Law
	Military
	Religion
	Social/Educational/Cultural
X	Transportation

V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation-vehicular

Known Design Source: State Roads Commission

Bridge No. WI 3071 cont.

The bridge has had alterations over the years, but these appear to be no more than would be expected for routine maintenance of a structure of this type. According to the 1994 Inspection Report, the bridge is "generally in fair condition." The bridge retains its character defining elements and has good integrity.

WI-341

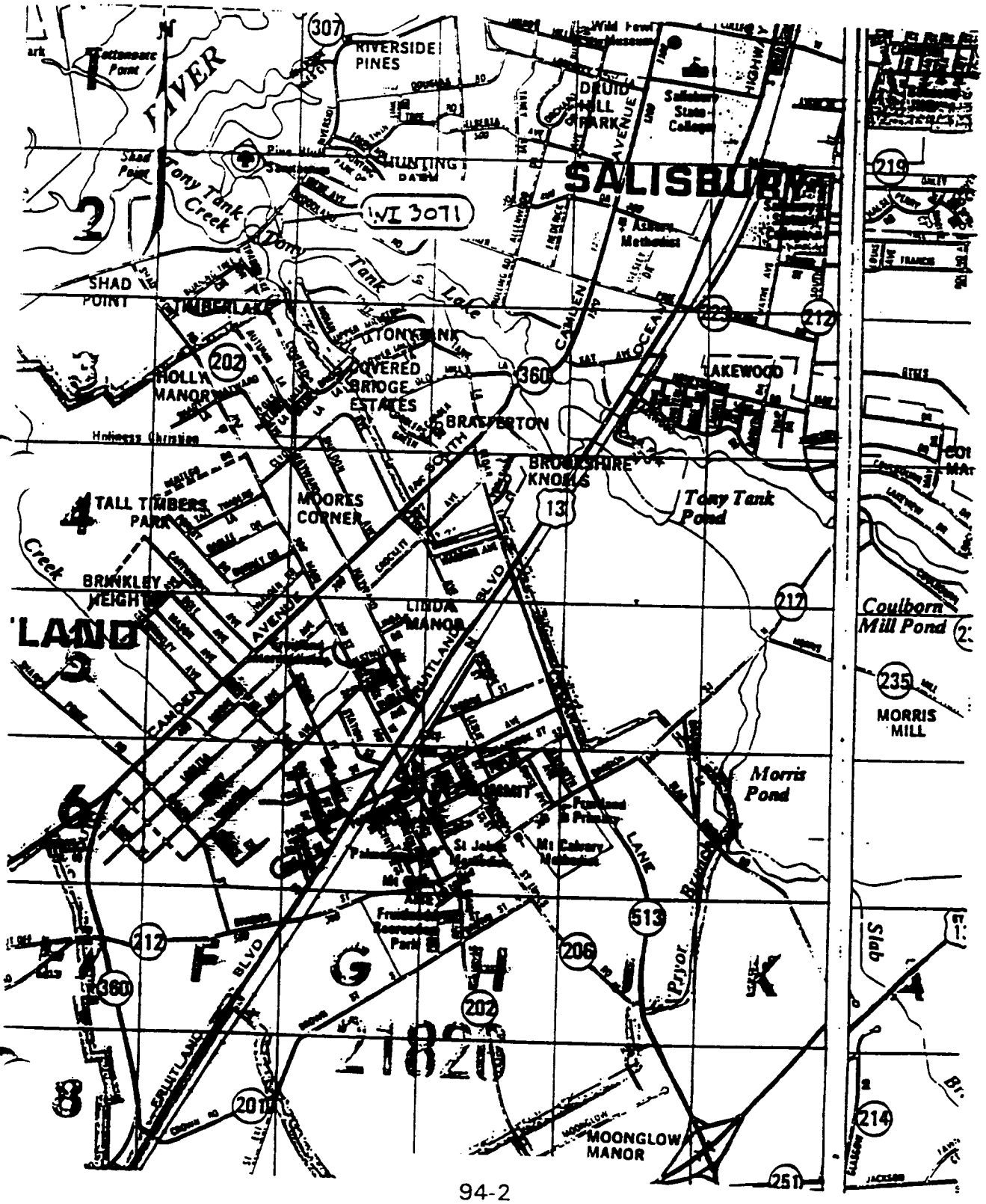
MARYLAND STATE HIGHWAY ADMINISTRATION

BUREAU OF BRIDGE INSPECTION AND REMEDIAL ENGINEERING

LOCATION MAP

BRIDGE No. WI 3071 **DATE** 12/92

COUNTY Wicomico **BY** CD



WI-341

MARYLAND STATE HIGHWAY ADMINISTRATION

BUREAU OF BRIDGE INSPECTION AND REMEDIAL ENGINEERING

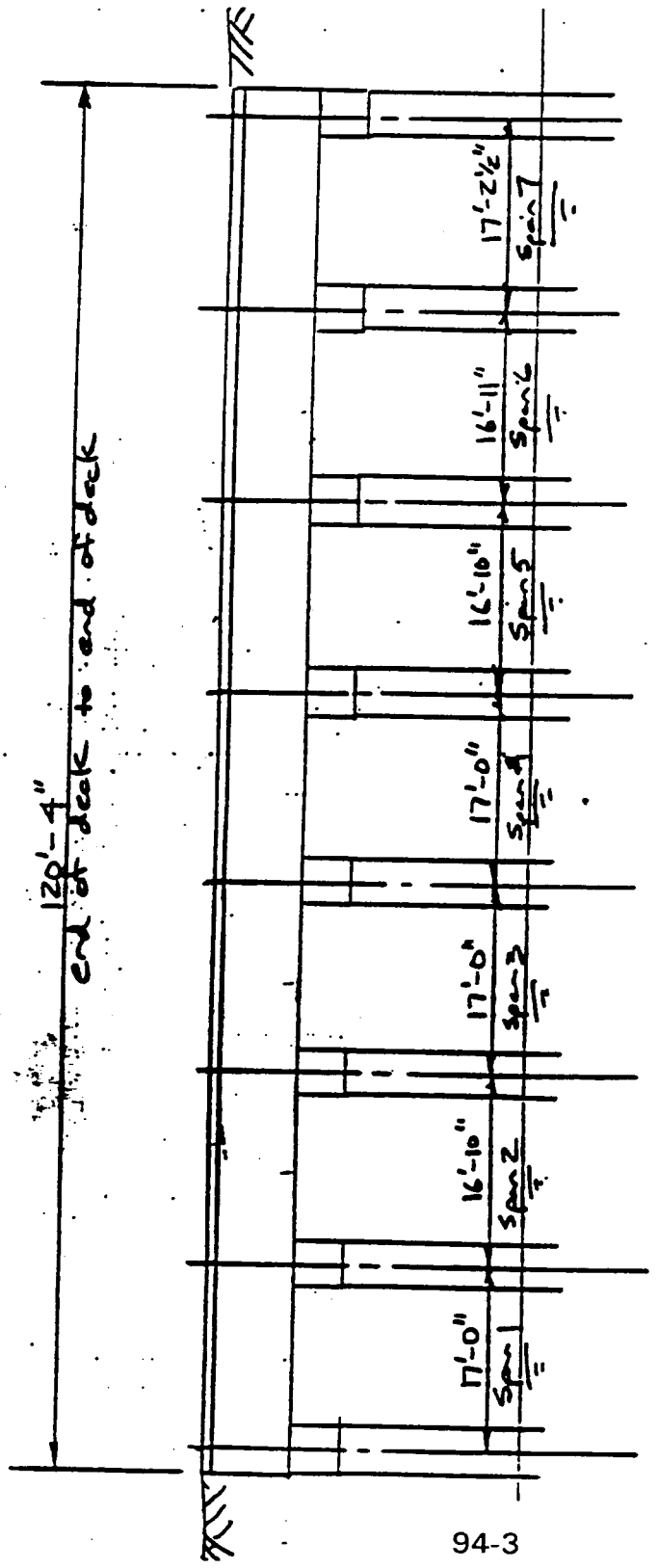
INSPECTION FORM

BRIDGE No. WI 3071

COUNTY WICOMICO

DATE 11-17-92

BY RB, DPW



EAST ELEVATION - SIMPLIFIED

This data has been taken from previous reports and has not been verified. It is provided for informational purposes only.

WILBUR SMITH ASSOCIATES

WI-341

MARYLAND STATE HIGHWAY ADMINISTRATION

BUREAU OF BRIDGE INSPECTION AND REMEDIAL ENGINEERING

INSPECTION FORM

BRIDGE No. WI 3071

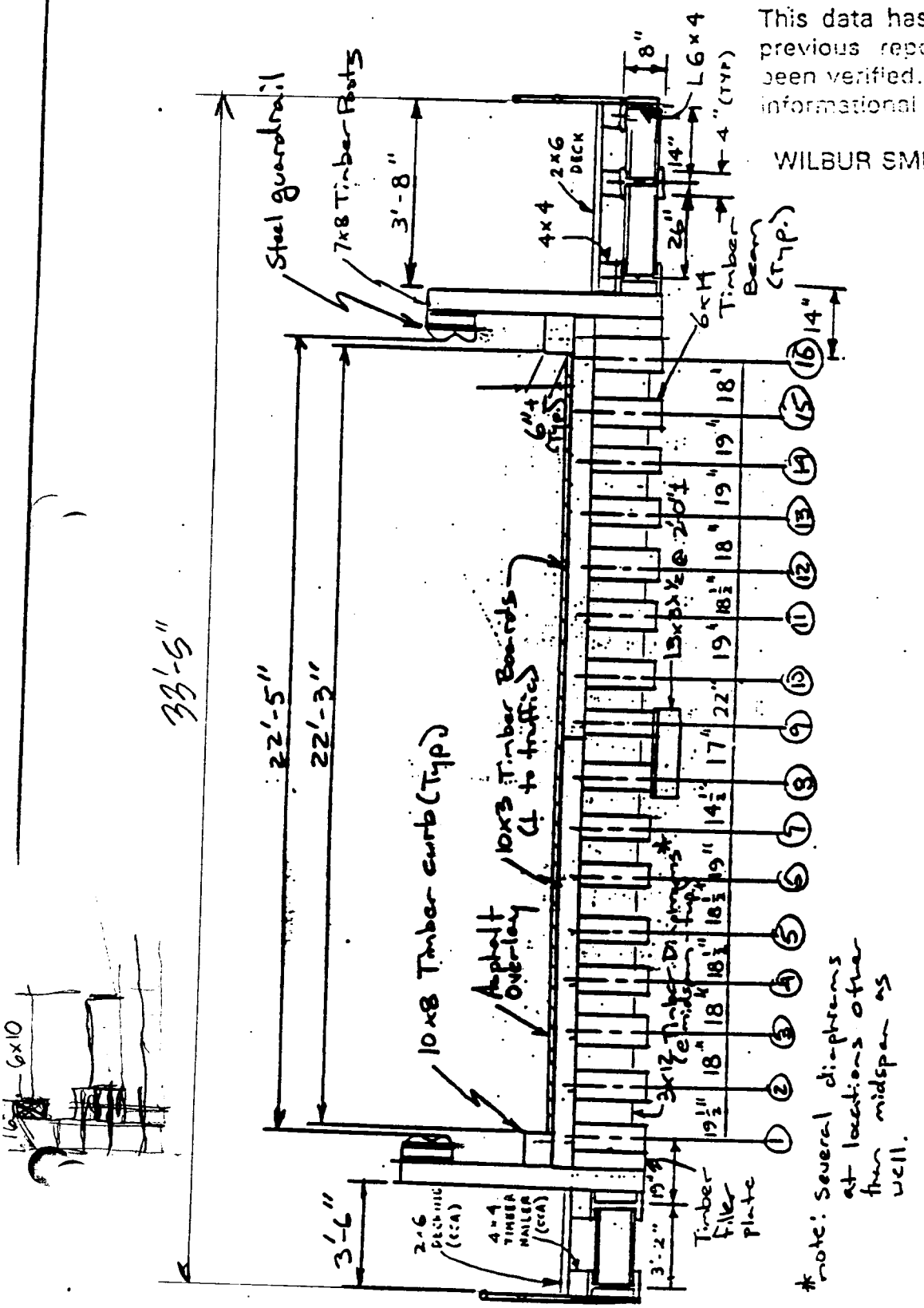
COUNTY WICOMICO

DATE 11-17-92

BY RB, DPW

This data has been taken from previous reports and has not been verified. It is provided for informational purposes only.

WILBUR SMITH ASSOCIATES



CROSS SECTION (LOOKING SOUTH)

SPAN 1

(OTHER SPANS ARE SIMILAR)

WI-341

MARYLAND STATE HIGHWAY ADMINISTRATION

BUREAU OF BRIDGE INSPECTION AND REMEDIAL ENGINEERING

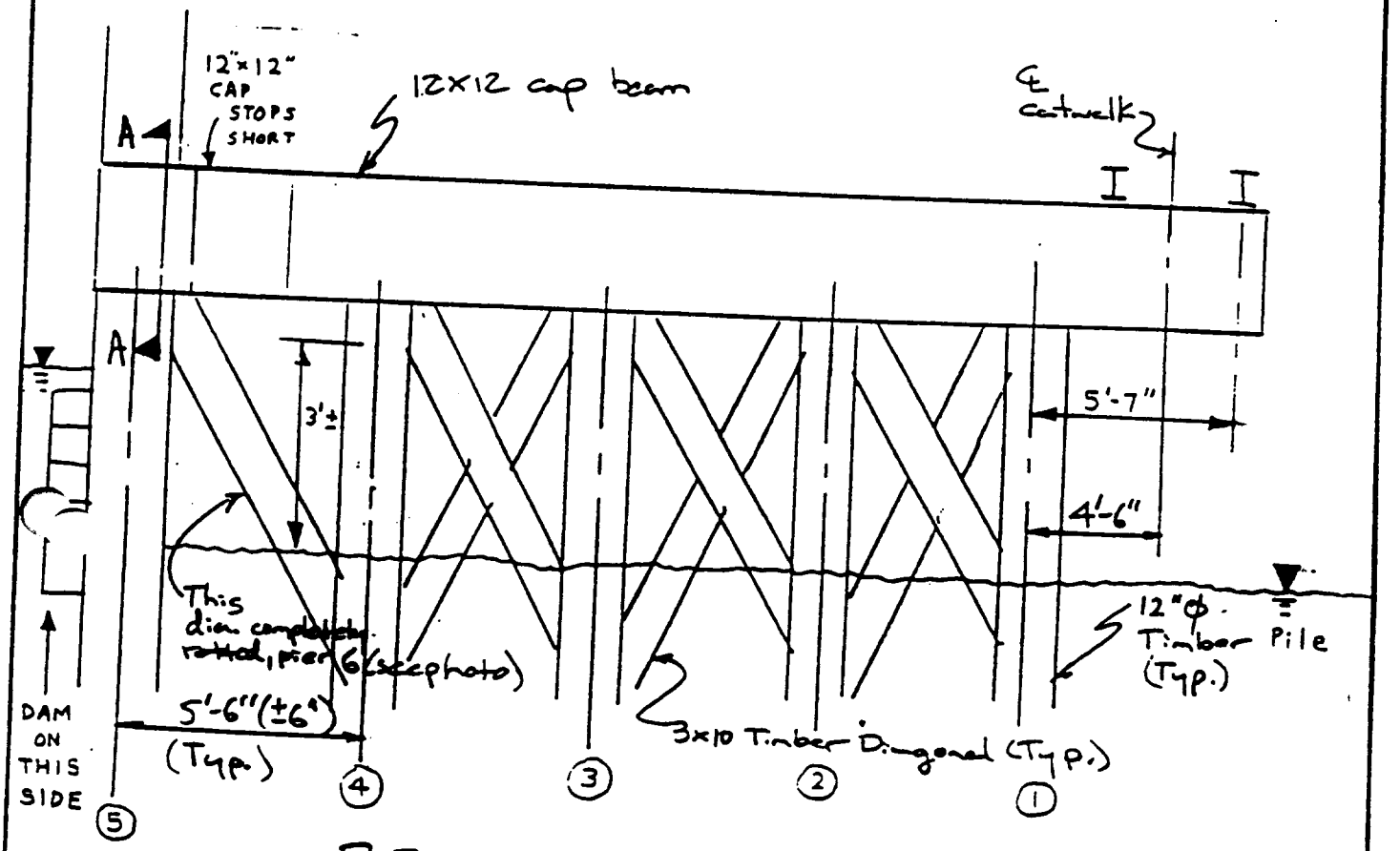
INSPECTION FORM

BRIDGE No. WI 3071

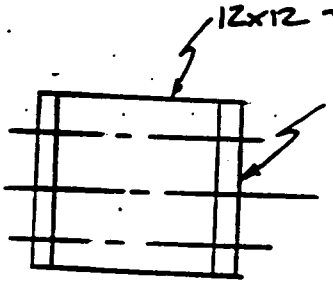
COUNTY WICOMICO

DATE 11-17-92

BY RB, DRW



PIER - (LOOKING SOUTH)



Section A-A

This data has been taken from previous reports and has not been verified. It is provided for informational purposes only.

WILBUR SMITH ASSOCIATES

Riverside Drive over Tony Tany Creek/WI-341
Capsule Summary Sheet

Tony Tank Bridge was designed by the State of Maryland State Roads Commission and built in 1947 by Wicomico County to carry Riverside Drive over Tony Tank Creek. It is a seven-span, simply-supported, timber beam bridge that carries two lanes of Riverside Drive over Tony Tank Creek It is approximately 120' long with a maximum span length of 17'-2". The Maryland Historical Trust has determined that the bridge is eligible for National Register listing under Criterion C as a good example of a timber beam bridge, a now rare type which was characteristic of the Eastern Shore in the early and mid 20th century. It is unique in its incorporation of a dam into its design. The Trust has further determined that the bridge is also Register-eligible under Criterion A, for its association with the post-World War II public works boom.

Maryland Historic Preservation Plan Data - Historic Context:

I. *Geographic Organization*: Eastern Shore

II. *Chronological/Development Periods*: Modern Period, 1930-Present

III. *Prehistoric Period Themes*: N/A

IV. *Historic Period Themes*: Architecture, Landscape Architecture, Community Planning; Transportation

V. *Resource Type:*

Category: Structure
Historic Environment: Rural
Historic Function(s) and Use(s): Transportation-vehicular
Known Design Source: State of Maryland State Roads Commission

Survey No. WI-341

Maryland Historical Trust
Inventory of Historic Properties Form

1. Name (indicate preferred name)

historic Riverside Drive over Tony Tank Creek

and/or common Tony Tank Bridge / WI-3071

2. Location

street & number Riverside Drive over Tony Tank Creek ___ **not for publication**

city, town Salisbury **_X_ vicinity of** **congressional district**

state Maryland **county** Wicomico

3. Classification

Category	Ownership	Status	Present Use	
___district	_X_ public	_X_ occupied	___agriculture	___museum
___building(s)	___private	___unoccupied	___commercial	___park
_X_ structure	___both	___work in progress	___educational	___private residence
___site	**Public Acquisition**	**Accessible**	___entertainment	___religious
___object	___in process	___yes: restricted	___government	___scientific
	___being considered	_X_ yes: unrestricted	___industrial	_X_ transportation
	_X_ not applicable	___no	___military	___other:

4. Owner of Property (give names and mailing addresses of all owners)

name Wicomico County c/o Roads Division - Department of Public Works

street & number P.O. Box 1897 **telephone no.** 410-548-4872

city, town Salisbury **state and zip code** Maryland 21802

5. Location of Legal Description

courthouse, registry of deeds, etc. Wicomico County Register of Deeds Office **liber**

street & number **folio**

city, town Salisbury **state** Maryland

6. Representation in Existing Historical Surveys

title SEE "Individual Property/District Maryland Historical Trust Internal NR-Eligibility Review Form - Bridge No. WI 3071" on file at the Maryland Historical Trust, Crownsville, Maryland. July 10, 1996.

date ___**federal** ___**state** ___**county** ___**local**

depository for survey records

city, town **state**

7. Description

Survey No. WI-341

Condition		Check one	Check one
__excellent	___deteriorated	___unaltered	_X_original site
___good	___ruins	_X_altered	___moved date of move _____
_X_fair	___unexposed		

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Summary paragraph:

Tony Tank Bridge is a seven-span, simply-supported, timber beam bridge that carries two lanes of Riverside Drive over Tony Tank Creek It is approximately 120' long with a maximum span length of 17'-2".

Superstructure and Substructure:

The deck of Tony Tank Bridge is constructed of timber planks with a bituminous wearing surface. It has a clear roadway width of 22'-3" between its curbs. Timber plank catwalks on, and slightly below the grade of, the roadway are supported by steel beams on either side of the bridge. They are flanked by metal railings. The substructure consists of two timber pile end bents and six interior timber pile bents. A standard W-beam guardrail system brackets the roadway within the curbs of the structure. These rails extend out to the bridge's approaches as well. Timber bulkheads form the bridge's four wing walls. At the outer edge of the eastern catwalk, and constructed along with the bridge, is a wooden dam which creates a spillway that dumps the waters of Tony Tank Lake beneath the bridge. The timber piles at the dam and spillway are topped with metal sheeting. A headgate to help control the flow of water over the spillway is located outside of the eastern catwalk. It is no longer operable.

Major Alterations:

Tony Tank Bridge has been altered in major and minor fashion due to normal wear and tear, standard modernization and safety updates, and the nature of its wood-in-water construction. Its plan sheets (State of Maryland State Roads Commission 1947) picture a gravel roadway topped by calcium chloride, and oyster shell riprap at its wing walls. Its road surface is now bituminous and its wing walls are no longer edged by shells. The bridge surface was either paved in 1950, when Riverside Drive north to Salisbury city limits was hard-surfaced, or in 1952, when the road from the bridge south to Sharps Point Road was paved (Wicomico County Department of Public Works Road Cards). Originally the bridge had wooden hand rails, to be painted white, and a standard two-cable guard fence. In 1961, according to a shop drawing (Salisbury Steel Products, Inc. 1961), the wooden hand rails and the guard fence were replaced by the present wooden catwalk and metal hand railings. In 1976, according to Wicomico County Department of Public Works files, a standard W-beam guardrail system was added to the bridge and its approaches as part of a state-supported program to add modern guardrails to a number of the county's bridges. According to county Bridge Program Coordinator James A. Miller, in the mid 1980s work was done on the headgate. The hand wheel and stem were left intact, but the guide frame angles were replaced. The outfall pipe was found to be rusted out and had washed away. It was not replaced and the headgate is inoperable. In the summer of 1996, according to Public Works files, repair work was completed that addressed the principal concerns of the 1996 inspection report, including the wrapping of deteriorated piles with fiberglass jackets into which epoxy was poured.

Public Works' files do not reflect other alterations to the bridge that were almost certainly made over time. Miller noted the following in a 1996 letter responding to questions of the Maryland Historical Trust about the bridge and its condition:

> Typically, bridges of this type design require periodic replacement of the transverse deck boards as routine maintenance. As these boards are replaced, the old spike positions create blind holes or moisture traps to the interior of the stringer. New spikes can split the stringer, longitudinal cracks, natural timber splits and knots in sawn timber etc. often require that stringers be replaced eventually. Most often this is done top side and the span is then stripped and either all stringers replaced, selected stringers replaced, or additional stringers added to the wheel paths. This cycle goes on throughout the life of our stringer type bridges.

Unfortunately, the County did not keep records of bridge maintenance until recently, per my request, and I can only guess that the majority of the deck has been replaced and maybe 1/3 of the stringers. The last upgrade to traffic bearing components was probably prior to the hotmix paving shown on the road improvement cards as 1987.

Substructure components are replaced less frequently. I believe from what I've inspected that more than 90% of the abutments, piles bents, and caps are original.

Major Alterations:

The 1995-1996 inspection report on the bridge by Modjeski and Masters--from which much of the above description was taken--found the structure to be in overall fair condition. It found that the substructure was in fair to marginal condition, with areas of deterioration present in the timber bulkhead abutments and some holes in the timber sheeting of the southwest wing wall. The diagonal timber cross bracing of the pile bents was found to be severely corroded, with some cross bracing broken and some timber spacers between cross bracing members also broken or missing. The superstructure was found to be in fair condition, with some areas of decay. Several severely deteriorated timber posts were found to compromise the integrity of the guardrail system.

8. Significance

Survey No. WI-341

Period	Areas of Significance - Check and justify below				
__prehistoric	___archeology-prehistoric	___community planning	___landscape architecture	___religion	
___1400-1499	___archeology-historic	___conservation	___law	___science	
___1500-1599	___agriculture	___economics	___literature	___sculpture	
___1600-1699	_X_architecture	___education	___military	___social/ humanitarian	
___1700-1799	___art	___engineering	___music	___theater	
___1800-1899	___commerce	___exploration/settlement	___philosophy	_X_transportation	
_X_1900-	___communications	___industry	___politics/government	___other(specify)	
		___invention			

Specific dates 1947 **Builder/Architect** State of Maryland State Roads Commission

Applicable Criteria: _X_A ___B _X_C ___D
and/or
Applicable Exception: ___A ___B ___C ___D ___E ___F ___G

Level of Significance: ___national ___state _X_local

Prepare both a summary paragraph of significance and a general statement of history and support.

Summary:

Tony Tank Bridge was designed by the State of Maryland State Roads Commission and built in 1947 by Wicomico County to carry Riverside Drive over Tony Tank Creek. The Maryland Historical Trust has determined that the bridge is eligible for National Register listing under Criterion C as a good example of a timber beam bridge, a now rare type which was characteristic of the Eastern Shore in the early and mid 20th century. It is unique in its incorporation of a dam into its design. The Trust has further determined that the bridge is also Register-eligible under Criterion A, for its association with the post-World War II public works boom.

History:

In the 1750s or 1760s a dam and crossing were built on Tony Tank Creek south of Salisbury to serve a grist and saw mill (Cooper 1991:32, 61, 85; Jacobs 1981:16, 19). The community which arose around the mill took on the name Tony Tank. Pictured on the Lake, Griffing and Stevenson atlas, the community was located about 3/4's of a mile east of the present Tony Tank Bridge. In 1877, according to the atlas, no dwellings stood near the junction of Tony Tank Creek and the Wicomico River at or near the project area. Docks reportedly were "early" located on the Wicomico at Shad Point off of Riverside Drive, a short distance west of the project area (Cooper 1991:63). These did not exist in 1877, however, or at least were not of sufficient stature to merit a notation on the atlas. (Shad Point on the south side of the Wicomico was sufficiently close to give Tony Creek Bridge the name--on a shop drawing of 1961 (Salisbury Steel Products, Inc.) and on some records at the Wicomico County Department of Public Works--"Shad Point Bridge.") River traffic would have passed through the project area, however, as the tiny community and port of Tony Tank thrived at the mill to the east. Ellegood (1923) noted, in 1898, that six or eight ships carrying lumber and grain "plied regularly between Tony Tank and Northern points." The Tony Tank community faded away after a rail line was built through the area in 1867; commercial traffic up Tony Tank Creek presumably ended at the same time (Jacobs 1981:19 Corddry 1981:15).

Riverside Drive, which the Tony Tank Bridge carries over Tony Tank Creek, has had different names--it was formerly known as Old River Road, Riverside Road, and Steamboat Wharf Road (Clay 1984:12)--and was rerouted to the north of the project area in the mid 1950s when the new Route 50 corridor was extended through downtown Salisbury (Cooper 1991:208, 264). However, it has apparently followed its present route, at least through the project area, since no later than 1906. On September 13th of that year, the *Wicomico News* reported that a "large delegation of citizens from the Riverside Road was before the Board urging the Board to take action on the proposed new bridge over Tony Tank Creek. The Board promised to have a survey made and ascertain from the Government if a stationary bridge could be built over said creek . . . " (quoted in Cooper 1995). By 1908 a 200-foot-long bridge had been constructed across the creek at Riverside Drive. It was built of local hardwood and pine by marine contractor Otis Lloyd (Cooper 1995). This bridge stood for 40 years until replaced by the present Tony Tank Bridge, the history of which was recounted by Cooper (1995) as follows:

Immediately following World War II, when materials for civilian use became available, the county was faced with a replacement for the failing bridge. At the time the county had not set up the present public works department and it turned to the State Roads Commission's bridge design division to prepare the plans and specifications.

Along the northerly side of Tony Tank Creek, the area that became Hunting Park began to take shape in the '30s. Waterfront lots were being laid out along Woodland Road [north of and parallel to the creek], soon improved with expensive houses overlooking the tidal creek. When the tide was high, the prospect was good, but at low water the view was mainly a swampy series of mud flats from the thread of the stream to the edge of the wooded shoreline.

Several of the property owners along the north side of the creek got together with a plan to incorporate a fixed low-level weir or dam as part of the new bridge design. . . . [T]he group approached the county with a proposal that they would pay all additional costs for the structural additions to raise the water to an elevation of 2 feet above normal high tide.

Without the ritualistic procedures that any environmental improvement incurs today, the project was approved by the State Department of Geology, Mines and Water Resources and Tony Tank Lake, as we know it today, was created.

According to the records of the county public works department, about 1953--concurrent with the establishment of the department--Tony Tank Bridge was transferred from state to county ownership.

Significance:

In its recommendation that Tony Tank Bridge was eligible for National Register listing, the Maryland Historical Trust, in 1996, wrote the following:

Based on the available information, Bridge No. WI 3071 . . . is eligible for the National Register of Historic Places under Criteria A and C for engineering. . . . As part of an ongoing statewide survey of historic bridges, thirteen timber bridges were inventoried. All but three were located on the Eastern Shore and nearby Cecil County. Only three were located in Wicomico County and, of these, one was found to be so substantially altered that it no longer possessed sufficient integrity. Bridge No. WI 3071 was not included in the survey as it was constructed after the 1945 cut-off date. . . .

Bridge No. WI 3071 is significant under Criterion C as a good example of a bridge type characteristic of the Eastern Shore. These bridges were constructed in this region in large numbers in the early and mid 20th century. Relatively inexpensive and easy to construct, these bridges also had a relatively short life span, particularly when located near or in water. Thus, timber bridges constructed in the first half of the 20th century are rare in comparison to other bridge types. This particular timber bridge is unique in that it incorporates a dam.

Bridge No. WI 3071 may also be significant under Criterion A for its association with the post war public works boom. Restrictions on materials and limited manpower caused many public improvements to be deferred throughout World War II. A Daily Times newspaper article on the bridge, written by Richard W. Cooper and dated July 2, 1996, suggests that the project had been long planned and was completed as soon as possible after the war's end, employing the State Roads Commission's bridge design division plans as the current county public works department had not yet been set up. In addition, the bridge appears to have played an important role in the development of the immediate area. . . .

MARYLAND HISTORICAL TRUST

Eligibility recommended_____ **Eligibility not recommended**_____

Comments

Reviewer, OPS:_____ **Date:**_____

Reviewer, NR Program:_____ **Date:**_____

9. Major Bibliographical References

Survey No. WI-341

see *attached page*

10. Geographical Data

Acreage of nominated property approx. 0.1
Quadrangle name Salisbury, MD Quadrangle scale 1:24,000
UTM References *do NOT complete UTM references*

	Zone	Easting	Northing		Zone	Easting	Northing
A				B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

The boundary of Tony Tank Bridge includes the footprint of the bridge, including the dam that forms its eastern edge and its wing walls, as well as the bridge's approaches. These boundaries take in the property and structural elements historically associated with the bridge, which are owned and maintained by Wicomico County.

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	N/A	code
state		code	county		code

11. Form Prepared By

name/title Marvin A. Brown, Senior Architectural Historian
organization URS Greiner, Inc. date 1-28-98
street & number 2219 York Road telephone 410-561-1150
city or town Timonium state Maryland

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

Return to: Maryland Historical Trust
DHCP/DHCD
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

Clay, Anne Kennerly Morris
1984 *Name Changes of Streets, Roads, Towns, Railroads, & Bodies of Water in Wicomico County, Maryland.* Compiled by Anne Kennerly Morris Clay, Quantico, Maryland, June 4, 1984.

Cooper, Richard W.
1995 "Tony Tank Lake Created After Bridging Creek" in the Salisbury *Daily Times*, July 2, 1995.

1991 *Salisbury in Times Gone By.* Gateway Press, Inc., Baltimore.

1986 *Profile of a Colonial Community: Salisbury Towne and Wicomico County on Maryland's Eastern Shore.* Gateway Press, Inc., Baltimore.

Corddry, George H.
1981 *Wicomico County History.* Peninsula Press, Salisbury, Maryland.

Ellegood, Maria Louise
1923 *A Sketch of the Early History of Wicomico County and Salisbury, Md.* Maria Louise Ellegood, April, 1923. A copy of this account, written in 1898, is located at the Wicomico County Free Library, Salisbury, Maryland.

Jacobs, John E., Jr.
1981 *Salisbury and Wicomico County, A Pictorial History.* Donning Company, Virginia Beach and Norfolk.

Lake, Griffing and Stevenson
1877 "Atlas of Wicomico, Somerset & Worcester Cos, Md., Salisbury Dist. No. 9." Copy on file at the Wicomico County Free Library, Maryland Room, Salisbury, Maryland.

Maryland Historical Trust
1996 "Individual Property/District Maryland Historical Trust Internal NR-Eligibility Review Form - Bridge No. WI 3071." Copy on file at the Maryland Historical Trust, Crownsville Maryland.

Miller, James A.
1996 Letter of April 30, 1996, from Mr. Miller, Wicomico County Bridge Program Coordinator, to Stuart B. Taub of Wallace, Montgomery & Associates. On file at the Wicomico County Department of Public Works, Roads Division, Salisbury, Maryland.

Modjeski and Masters, Inc.
1996 *1996-96 Wicomico County Bridge Inspection, Bridge No. WI3071, Riverside Drive over Tony Tank Creek.* On file at the Wicomico County Department of Public Works, Roads Division, Salisbury, Maryland.

Salisbury Steel Products, Inc.
1961 Shop drawing for "Catwalks & Railing, Shad Point Bridge." Sheet dated July 28, 1961. On file at the Wicomico County Department of Public Works, Roads Division, Salisbury, Maryland.

State of Maryland, State Roads Commission
1947 "General Plan" blueprint sheet for "Bridge & Dam, Tony Tank Creek, Shad Point - Near Salisbury" dated May, 1947. Approved by Chief Engineer Wilson T. Ballard. On file at the Wicomico County Department of Public Works, Roads Division, Salisbury, Maryland.

1946 "Details" blueprint sheet for "Bridge & Dam, Tony Tank Creek, Shad Point - Near Salisbury" dated September, 1946. Approved by Chief Engineer Wilson T. Ballard. On file at the Wicomico County Department of Public Works, Roads Division, Salisbury, Maryland.

Wicomico County Department of Public Works, Roads Division, "Guard Rail," "Repair," and "Road Card" files.

MARYLAND INVENTORY OF HISTORIC BRIDGES
HISTORIC BRIDGE INVENTORY
MARYLAND STATE HIGHWAY ADMINISTRATION/
MARYLAND HISTORICAL TRUST

MHT No. WI - 341

SHA Bridge No. WI - 3071 Bridge name Riverside Drive over Tony Tank Creek or Tony Tank Bridge

LOCATION:

Street/Road name and number [facility carried] Riverside Drive over Tony Tank Creek

City/town Salisbury Vicinity X

County Wicomico

This bridge projects over: Road_____ Railway____ Water X Land_____

Ownership: State _____ County X Municipal _____ Other_____

HISTORIC STATUS:

Is bridge located within a designated historic district? Yes _____ No X
National Register-listed district_____ National Register-determined-eligible district_____
Locally-designated district_____ Other_____

NOTE: The bridge was declared eligible for Register listing by the Maryland Historical Trust on July 7, 1996, under National Register Criteria A and C.

BRIDGE TYPE:

Timber Bridge X:
Beam Bridge X Truss -Covered____ Trestle_____ Timber-And-Concrete_____

Stone Arch Bridge ___
Metal Truss Bridge ___
Movable Bridge _____:
Swing_____ Bascule Single Leaf_____ Bascule Multiple Leaf___
Vertical Lift___ Retractile _____ Pontoon_____
Metal Girder _____:
Rolled Girder_____ Rolled Girder Concrete Encased_____
Plate Girder_____ Plate Girder Concrete Encased_____
Metal Suspension ____
Metal Arch ___
Metal Cantilever ____
Concrete _____:
Concrete Arch_____ Concrete Slab_____ Concrete Beam_____ Rigid Frame_____
Other_____ Type Name_____

DESCRIPTION:

Setting: Urban_____ Small town_X____ Rural_____
Describe Setting: Tony Tank Bridge is located south of Salisbury in a residential area. It carries Riverside Drive over Tony Tank Creek. To its north Riverside Drive curves moderately to the west; to its south the road sharply curves to the west. Immediately to the structure's west, Tony Tank Creek widens as it feeds into the Wicomico River. The creek also widens, immediately to the east of the bridge, into Tony Tank Lake, which was formed by the dam constructed as part of the bridge. The extended period of development in the bridge's vicinity is reflected by the resources that surround it. Immediately to the structure's north and south are bungalows that probably date from the 1910s or 1920s. A deteriorated frame outbuilding associated with the bungalow to the bridge's southeast predates the bungalow and the bridge, probably dating from the late 19th or early 20th century. The houses along Tony Tank Lake and Tony Tank Creek that can be seen from the bridge--with the exception of the two bungalows and a few other houses that may date from the 1930s or 1940s--largely appear to have been built within the past 30 years.

DESCRIBE SUPERSTRUCTURE AND SUBSTRUCTURE

Tony Tank Bridge is a seven-span, simply-supported, timber beam bridge that carries two lanes of Riverside Drive over Tony Tank Creek It is approximately 120' long with a maximum span length of 17'-2". Its deck is constructed of timber planks with a bituminous wearing surface. It has a clear roadway width of 22'-3" between its curbs. Timber plank catwalks on, and slightly below the grade of, the roadway are supported by steel beams on either side of the bridge. They are flanked by metal railings. The substructure consists of two timber pile end bents and six interior timber pile bents. A standard W-beam guardrail system brackets the roadway within the curbs of the structure. These rails extend out to the bridge's approaches as well. Timber bulkheads form the bridge's four wing walls. At the outer edge of the eastern catwalk, and constructed along with the bridge, is a wooden dam which creates a spillway that dumps the waters of Tony Tank Lake beneath the bridge. The timber piles at the dam and spillway are topped with metal sheeting. A headgate to help control the flow of water over the spillway is located outside of the eastern catwalk. It is no longer operable.

The 1995-1996 inspection report on the bridge by Modjeski and Masters--from which much of the above description was taken--found the structure to be in overall fair condition. It found that the substructure was in fair to marginal condition, with areas of deterioration present in the timber bulkhead abutments and some holes in the timber sheeting of the southwest wing wall. The diagonal timber cross bracing of the pile bents was found to be severely corroded, with some cross bracing broken and some timber spacers between cross bracing members also broken or missing. The superstructure was found to be in fair condition, with some areas of decay. Several severely deteriorated timber posts were found to compromise the integrity of the guardrail system.

DISCUSS MAJOR ALTERATIONS

Tony Tank Bridge has been altered in major and minor fashion due to normal wear and tear, standard modernization and safety updates, and the nature of its wood-in-water construction. Its plan sheets (State of Maryland State Roads Commission 1947) picture a gravel roadway topped by calcium chloride, and oyster shell riprap at its wing walls. Its road surface is now bituminous and its wing walls are no longer edged by shells. The bridge surface was either paved in 1950, when Riverside Drive north to Salisbury city limits was hard-surfaced, or in 1952, when the road from the bridge south to Sharps Point Road was paved (Wicomico County Department of Public Works Road Cards). Originally the bridge had wooden hand rails, to be painted white, and a standard two-cable guard fence. In 1961, according to a shop drawing (Salisbury Steel Products, Inc. 1961), the wooden hand rails and the guard fence were replaced by the present wooden catwalk and metal hand railings. In 1976, according to Wicomico County Department of Public Works files, a standard W-beam guardrail system

DISCUSS MAJOR ALTERATIONS (continued)

was added to the bridge and its approaches as part of a state-supported program to add modern guardrails to a number of the county's bridges. According to county Bridge Program Coordinator James A. Miller, in the mid 1980s work was done on the headgate. The hand wheel and stem were left intact, but the guide frame angles were replaced. The outfall pipe was found to be rusted out and had washed away. It was not replaced and the headgate is inoperable. In the summer of 1996, according to Public Works files, repair work was completed that addressed the principal concerns of the 1996 inspection report, including the wrapping of deteriorated piles with fiberglass jackets into which epoxy was poured.

Public Works' files do not reflect other alterations to the bridge that were almost certainly made over time. Miller noted the following in a 1996 letter responding to questions of the Maryland Historical Trust about the bridge and its condition:

> Typically, bridges of this type design require periodic replacement of the transverse deck boards as routine maintenance. As these boards are replaced, the old spike positions create blind holes or moisture traps to the interior of the stringer. New spikes can split the stringer, longitudinal cracks, natural timber splits and knots in sawn timber etc. often require that stringers be replaced eventually. Most often this is done top side and the span is then stripped and either all stringers replaced, selected stringers replaced, or additional stringers added to the wheel paths. This cycle goes on throughout the life of our stringer type bridges.
>
> Unfortunately, the County did not keep records of bridge maintenance until recently, per my request, and I can only guess that the majority of the deck has been replaced and maybe 1/3 of the stringers. The last upgrade to traffic bearing components was probably prior to the hotmix paving shown on the road improvement cards as 1987.
>
> Substructure components are replaced less frequently. I believe from what I've inspected that more than 90% of the abutments, piles bents, and caps are original.

HISTORY:

WHEN was bridge built (actual date or date range) 1947
This date is: Actual X **Estimated**_____
Source of date: Plaque_____ **Design plans** X **County bridge files/inspection form**_____

WHY was bridge built? To replace an earlier deteriorated bridge

WHO was the designer State of Maryland State Roads Commission

WHO was the builder Wicomico County

WHY was bridge altered? [check N/A_____**if not applicable]** Alterations (described above) were made to add safe pedestrian crossings of the bridge and for other safety related reasons.

Was bridge built as part of organized bridge-building campaign? Yes_ **No** X

NARRATIVE HISTORY

In the 1750s or 1760s a dam and crossing were built on Tony Tank Creek south of Salisbury to serve a grist and saw mill (Cooper 1991:32, 61, 85; Jacobs 1981:16, 19). The community which arose around the mill took on the name Tony Tank. Pictured on the Lake, Griffing and Stevenson atlas, the community was located about 3/4's of a mile east of the present Tony Tank Bridge. In 1877, according to the atlas, no dwellings stood near the junction of Tony Tank Creek and the Wicomico River at or near the project area. Docks reportedly were "early" located on the Wicomico at Shad Point off of Riverside Drive, a short distance west of the project area (Cooper 1991:63). These did not exist in 1877, however, or at least were not of sufficient stature to merit a notation on the atlas. (Shad Point on the south side of the Wicomico was sufficiently close to give Tony Creek Bridge the name--on a shop drawing of 1961 (Salisbury Steel Products, Inc.) and on some records at the Wicomico County Department of Public Works--"Shad Point Bridge.") River traffic would have passed through the project area, however, as the tiny community and port of Tony Tank thrived at the mill to the east. Ellegood (1923) noted, in 1898, that six or eight ships carrying lumber and grain "plied regularly between Tony Tank and Northern points." The Tony Tank community faded away after a rail line was built through the area in 1867; commercial traffic up Tony Tank Creek presumably ended at the same time (Jacobs 1981:19 Corddry 1981:15).

Riverside Drive, which the Tony Tank Bridge carries over Tony Tank Creek, has had different names--it was formerly known as Old River Road, Riverside Road, and Steamboat Wharf Road (Clay 1984:12)--and was rerouted to the north of the project area in the mid 1950s when the new Route 50 corridor was extended through downtown Salisbury (Cooper 1991:208, 264). However, it has apparently followed its present route, at least through the project area, since no later than 1906. On September 13th of that year, the *Wicomico News* reported that a "large delegation of citizens from the Riverside Road was before the Board urging the Board to take action on the proposed new bridge over Tony Tank Creek. The Board promised to have a survey made and ascertain from the Government if a stationary bridge could be built over said creek . . . " (quoted in Cooper 1995). By 1908 a 200-foot-long bridge had been constructed across the creek at Riverside Drive. It was built of local hardwood and pine by marine contractor Otis Lloyd (Cooper 1995). This bridge stood for 40 years until replaced by the present Tony Tank Bridge, the history of which was recounted by Cooper (1995) as follows:

> Immediately following World War II, when materials for civilian use became available, the county was faced with a replacement for the failing bridge. At the time the county had not set up the present public works department and it turned to the State Roads Commission's bridge design division to prepare the plans and specifications.
>
> Along the northerly side of Tony Tank Creek, the area that became Hunting Park began to take shape in the '30s. Waterfront lots were being laid out along Woodland Road [north of and parallel to the creek], soon improved with expensive houses overlooking the tidal creek. When the tide was high, the prospect was good, but at low water the view was mainly a swampy series of mud flats from the thread of the stream to the edge of the wooded shoreline.
>
> Several of the property owners along the north side of the creek got together with a plan to incorporate a fixed low-level weir or dam as part of the new bridge design. . . . [T]he group approached the county with a proposal that they would pay all additional costs for the structural additions to raise the water to an elevation of 2 feet above normal high tide.
>
> Without the ritualistic procedures that any environmental improvement incurs today, the project was approved by the State Department of Geology, Mines and Water Resources and Tony Tank Lake, as we know it today, was created.

According to the records of the county public works department, about 1953--concurrent with the establishment of the department--Tony Tank Bridge was transferred from state to county ownership.

SURVEYOR/HISTORIAN ANALYSIS:

This bridge may have National Register significance for its association with:
A - Events X B- Person_____
C- Engineering/architectural character X

Was bridge constructed in response to significant events in Maryland or local history? No__ Yes X
If yes, what event? The bridge was erected as soon as possible following the close of World War II, reflecting the pent-up demand for bridge construction associated with the war and the building boom that followed it.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth & development of the area? No_____ Yes X_____ If yes, what impact? The incorporation of a dam into the design of the bridge, which created Tony Tank Lake, promoted development around the lake to the bridge's east.

Is the bridge located in an area which may be eligible for historic designation? No X Yes_____
Would the bridge add to_____or detract from_____historic & visual character of the possible district?

Is the bridge a significant example of its type? No___ Yes X_____ If yes, why?

In its recommendation that Tony Tank Bridge was eligible for National Register listing, the Maryland Historical Trust, in 1996, wrote the following:

> Based on the available information, Bridge No. WI 3071 . . . is eligible for the National Register of Historic Places under Criteria A and C for engineering. . . . As part of an ongoing statewide survey of historic bridges, thirteen timber bridges were inventoried. All but three were located on the Eastern Shore and nearby Cecil County. Only three were located in Wicomico County and, of these, one was found to be so substantially altered that it no longer possessed sufficient integrity. Bridge No. WI 3071 was not included in the survey as it was constructed after the 1945 cut-off date. . . .
>
> Bridge No. WI 3071 is significant under Criterion C as a good example of a bridge type characteristic of the Eastern Shore. These bridges were constructed in this region in large numbers in the early and mid 20th century. Relatively inexpensive and easy to construct, these bridges also had a relatively short life span, particularly when located near or in water. Thus, timber bridges constructed in the first half of the 20th century are rare in comparison to other bridge types. This particular timber bridge is unique in that it incorporates a dam.
>
> Bridge No. WI 3071 may also be significant under Criterion A for its association with the post war public works boom. Restrictions on materials and limited manpower caused many public improvements to be deferred throughout World War II. A Daily Times newspaper article on the bridge, written by Richard W. Cooper and dated July 2, 1996, suggests that the project had been long planned and was completed as soon as possible after the war's end, employing the State Roads Commission's bridge design division plans as the current county public works department had not yet been set up. In addition, the bridge appears to have played an important role in the development of the immediate area. . . .

Does bridge retain integrity [in terms of National Register] of important elements described in Context Addendum? No_____ Yes_X____ If no, why?_____

Is bridge a significant example of work of manufacturer, designer and/or engineer? No_X__ Yes___ If yes, why?_____

Should bridge be given further study before significance analysis is made? No _X__ Yes_____ Why? Bridge has been determined eligible for listing in the National Register by the Maryland Historical Trust

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Maryland Historical Trust
1996 "Individual Property/District Maryland Historical Trust Internal NR-Eligibility Review Form - Bridge No. WI 3071." Copy on file at the Maryland Historical Trust, Crownsville Maryland.

Miller, James A.
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1961 Shop drawing for "Catwalks & Railing, Shad Point Bridge." Sheet dated July 28, 1961. On file at the Wicomico County Department of Public Works, Roads Division, Salisbury, Maryland.

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1947 "General Plan" blueprint sheet for "Bridge & Dam, Tony Tank Creek, Shad Point - Near Salisbury" dated May, 1947. Approved by Chief Engineer Wilson T. Ballard. On file at the Wicomico County Department of Public Works, Roads Division, Salisbury, Maryland.

1946 "Details" blueprint sheet for "Bridge & Dam, Tony Tank Creek, Shad Point - Near Salisbury" dated September, 1946. Approved by Chief Engineer Wilson T. Ballard. On file at the Wicomico County Department of Public Works, Roads Division, Salisbury, Maryland.

Wicomico County Department of Public Works, Roads Division, "Guard Rail," "Repair," and "Road Card" files.

SURVEYOR/SURVEY INFORMATION:

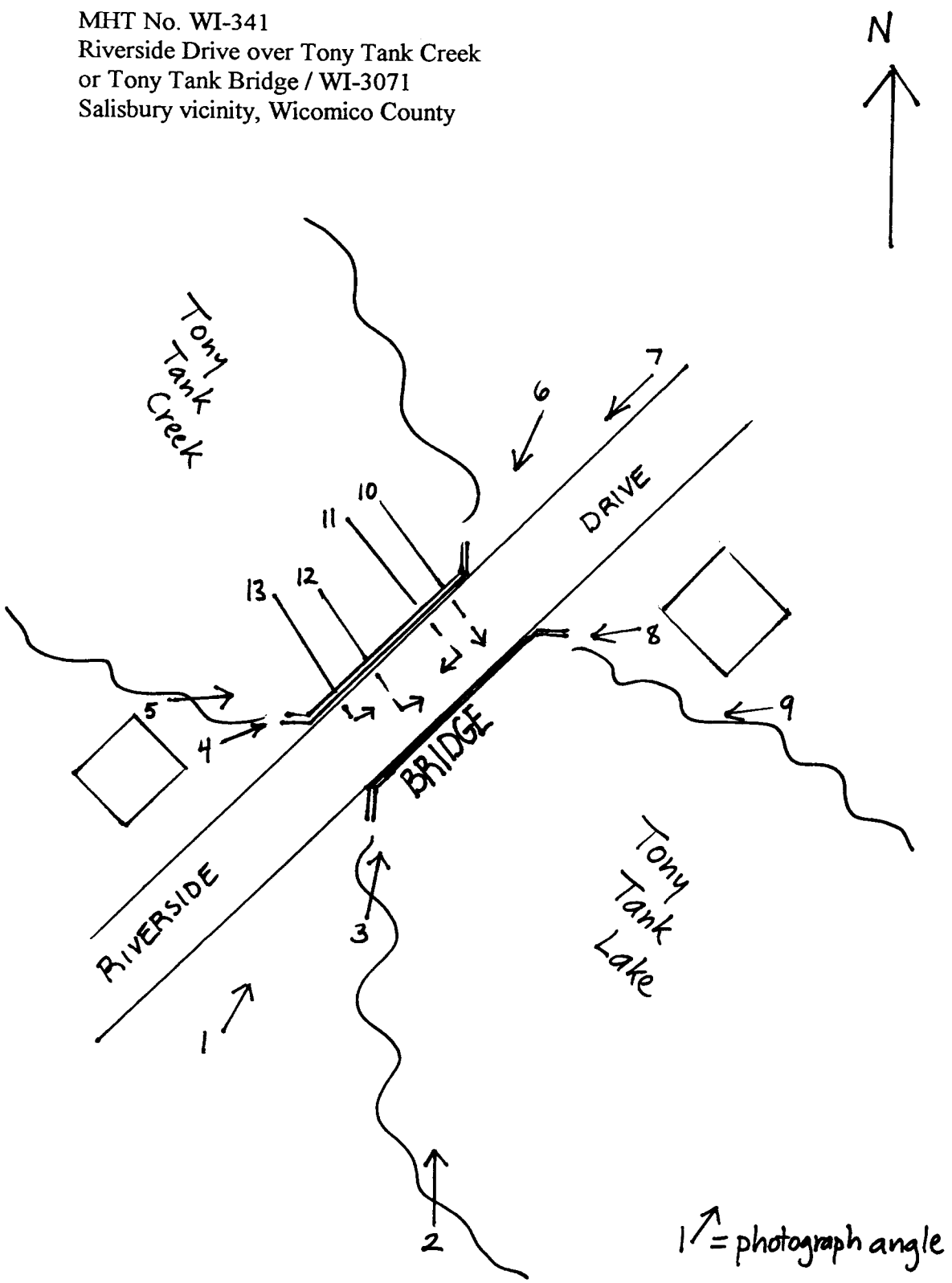
Date bridge recorded 1-13-98

Name of surveyor Marvin A. Brown, Senior Architectural Historian

Organization/Address URS GREINER, INC., 2219 York Road, Suite 200, Timonium, Maryland 21093-3111

Phone number 410-561-0100 **FAX number** 410-561-1150

MHT No. WI-341
Riverside Drive over Tony Tank Creek
or Tony Tank Bridge / WI-3071
Salisbury vicinity, Wicomico County



EDEN QUADRANGLE
MARYLAND
7.5 MINUTE SERIES ORTHOPHOTOMAP (TOPOGRAPHIC)

5860 I NE (DELMAR)

Riverside Drive over Tony Tank Creek OR Tony Tank Bridge / MHT No. WI-341 Salisbury vicinity, Wicomico Co.

190 000 FEET

CONVERSION SCALES

Feet	Meters
15000	4500
14000	
13000	4000
12000	
11000	3500
10000	3000


RESTRICTED
BRIDGE
SINGLE GVW
20.000 LBS
COMB GCW
38.000 LBS

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing NE
1 of 13 (Neg. 3)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing N
2 of 13 (Neg 30)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing N
3 of 13 (Neg. 31)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing E
4 of 13 (Neg. 16)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing E
5 of 13 (Neg. 18)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing SW
6 of 13 (Neg 15)

WF341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing SW
7 of 13 (Neg. 13)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Alan A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing (W)
8 of 13 (Neg. 9)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge facing W
9 of 13 (Neg. #)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge pilings and dam facing SE
10 of 13 (Neg. 35)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge pilings facing SW
11 of 13 (Neg. 37)

WI-341
Riverside Drive over Long Tank Creek Bridge
Wicomico County, MD
Mann A Brown, URS Greiner
January 1998
Maryland SHPO
View of bridge pilings facing NE
12 of 13 (Neg 34)

WI-341
Riverside Drive over Tony Tank Creek Bridge
Wicomico County, MD
Marvin A. Brown, URS Greiner
January 1995
Maryland SHPO
View of bridge pilings facing NE
13 of 13 (Neg 33)